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# Wheat Fields and Industries of NORTHERN QUEBEC



THE ST. JOHN  
LAKE VALLEY

# WHEAT-FIELDS <sup>AND</sup> INDUSTRIES OF NORTHERN QUEBEC

*The Illustrations in this book are all from photographs taken in the Lake St. John Country during the harvest season of 1902, and are therefore accurate.*



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Roberval.

## Wheat-fields and Industries of Northern Quebec.



THE future granary of Eastern Canada and the already famous dairying country of Lake St. John are so near to the Atlantic gateway of the Dominion, that newly-arrived settlers from the Old World, on their way to this new Land of Promise, find themselves within half a day's journey of their future Canadian homes when they land from their European steamers in the harbor of Quebec.

Seekers after new homes in the Western World may, indeed, and many of them do, travel very much farther from their old homes in search of wealth and fortune; some to fare worse, and none to meet with a larger share of the health, wealth and happiness which await the industrious and frugal immigrant in the fruitful region of Lake St. John. Many of the new arrivals have still the longest, the most tedious and the most expensive portion of their journey before them when they set foot upon Canadian soil, the extra cost of their westward wandering often exceeding that of several hundred acres of good farming land, suitable for the establishment of happy and comfortable homes, within a few hours' run by rail of the beautiful and historic city of Quebec.

The intending settler in the Lake St. John country has virtually overcome the most difficult part of his transportation to his new Canadian home, when he finds himself aboard the steamer which is to carry him to Quebec, for upon landing at this port he finds comfortable, homelike immigration buildings fitted up with every convenience for the use of the new arrivals in the country and attended by obliging officials, ready to impart necessary information of every kind. The railway trains which are to convey him and his belongings to his new home, are run up to the wharf at which he has landed in Quebec, and both the Government immigration officials and those of the Lake St. John Colonization Society, and the Quebec and Lake St. John Railway, are on hand to give him every measure of assistance within their power. If he has purchased land in this section of the country, he will be carefully booked to the parish in which it is situated. If he intends to buy, he will be promptly informed of the different localities where Government lands best adapted for agricultural or dairying purposes, or where improved or partially improved farms may be obtained.

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Or it may be that, either from necessity, or from a desire for experience in the ways of the country and in the varied attractions of the different parts of the Lake St. John territory, the immigrant may desire employment. At the offices of both the Lake St. John Colonization Society, and the Quebec and Lake St. John Railway, in the city of Quebec, he will be immediately directed to the various points where labor of all kinds is always in demand. Both farm laborers and lumbermen are required in all parts of the Lake St. John region. In fact, labor is the one great need of this whole country. Factory and mill operatives are so badly needed that it may be truthfully said that the output of the sawmills and pulp factories of the district, is only limited by the amount of labor obtainable.

It is the province of this little book to tell of the attractions which the Lake St. John country possesses for the farmer and the farm laborer, both in its wheat and dairy lands; for the European workman in its mills and factories, for the lumberman and the miner, and especially for the capitalist and the speculator who have money to invest in rich forest and mining lands, and in the magnificent waterfalls which furnish such cheap and easy methods of developing the great natural resources of this wonderfully rich and fertile country.

#### Situation and Extent of the Lake St. John Region.

The chief physical feature of the Lake St. John region, is the great inland sea from which it takes its name. Lake St. John is a very beautiful body of water, almost circular in form and about a hundred miles in circumference. It is situated in about the same latitude as Paris, and is reached from Quebec by a railway journey of 190 miles. The lake is fed by a dozen or so of rivers, some of which are of immense size. Thus the Peribonca, the Mistassini and the Ashuapmouchouan, are each from three to five hundred miles in length, and the Peribonca is over two miles wide at its mouth. Innumerable lakes surrounded, for the most part, by virgin forests of valuable timber, feed the many hundreds of tributaries of these large rivers. These splendid waterways, which were the only means of communication for the old Indian hunters from one part of the country to another, are admirably adapted for the floating of logs, and ensure to settlers an abundant supply of the purest and best water upon the surface of the globe. Most of these waters furnish a vast variety of the most desirable food and game fishes to be found anywhere, and sportsmen from all



Convent at Roberval.

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Immigration Building at Roberval.



over the world have visited them from time to time for the sake of the magnificent angling to be had in them. Ouananiche, or fresh-water salmon, and trout and whitefish, are the most highly prized of these fish, but many coarser varieties abound, such a spike, perch, pickerel, chub, etc.

A fleet of steamers has been established on Lake St. John. One of these crosses daily to the Grand Discharge, where the big lake pours its surplus waters over a succession of rapids and cataracts into the Saguenay River which, in its turn, enters the St. Lawrence at Tadoussac, 120 miles below Quebec. Other vessels of the Lake St. John fleet navigate the lower stretches of the larger tributaries of the lake, carrying settlers to and from their homes upon the banks of these splendid streams, and conveying their produce to market. At no very great distance from the mouths of all these rivers, there are series of enormous water powers, some of which have already been harnessed to the use of man and employed in the generation of electricity and in the operation of saw and pulp mills. Many of these industries are amongst the largest of their kind in the country, and several others are in contemplation. Farther away from civilization, located in the midst of valuable timber forests, are many more of these rich water powers, awaiting development at the hand of the capitalist, and surrounded on every side by the necessary raw material for the establishment of lucrative industries.

A comparatively narrow fringe of territory to the south of Lake St. John, another to the west and northwest, and strips of other land in various centres of this large region of which Lake St. John is the centre, have been cleared of standing timber and turned into a succession of happy and prosperous parishes. No finer land for dairying or agricultural purposes, can be found anywhere than that of this highly favored territory, and nowhere is there a more healthy climate, or one better adapted to the requirements and the happiness of the average European immigrant.

Such, in brief, is a general description of the surface of the Lake St. John country. It embraces an extent of 31,000 square miles, and therefore contains nearly twenty millions of acres. It is consequently nearly three times as large as Belgium, whose superficial extent is only a little more than 11,000 square miles. Both from an agricultural and an industrial standpoint, this territory is destined to become a second Belgium. The population of this latter exceeds six millions of people. The Lake St. John region, containing nearly three times as much country, has, so far, a population of fifty thousand only. What an enormous field



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for agricultural and industrial development is here offered to the frugal, the industrious and the enterprising of the surplus population of Europe!

A glance at the map will show that this Lake St. John country is situated in one of the most desirable parts of the temperate zone. Its choicest portion -- that in the neighborhood of Lake St. John itself -- to which the Lake St John Colonization Society is at present directing most of the new settlers, is situated between the 48th and 49th degrees of north latitude, which is identical with that of those specially favored parts of France immediately surrounding Paris. The full significance of this situation will be made apparent when it is seen, by another reference to the map of Europe, that both Belgium and England are farther north than Lake St. John, the former lying between 49 and 52 north, while England is contained within parallels 50 and 59. To illustrate further what it means to be between parallels 48 and 49 north latitude in America, the reader may be reminded that line 49, which is the international dividing line between Western Canada and the United States, was crossed, during the summer of 1902, by thousands of American farmers who had left their farms to the south for the purpose of endeavoring to better themselves by taking up lands on the Canadian side of the border; while for next year an even larger immigration from the United States into Canada is prognosticated.

Those intending to take up wild or uncleared land for either agricultural or dairy purposes, may obtain the choicest lots that the Government has for sale, at a cost of twenty cents per acre. Cleared, or partially cleared farms, with or without dwelling houses and other necessary buildings, can be purchased at reasonable rates. Good schools are to be found in all the organized parishes.

Farm and other laborers may obtain employment in various parts of the territory at from \$1.25 per day up, and a thousand men would have no difficulty in securing work in its lumber camps, mills and factories.

#### Agricultural.

During the season of 1901, the number of new settlers who arrived in the Lake St. John district, was 2,108. Of these, only 195 were from Europe, 900 having come from other parts of Canada and 1,013 from the United States. In 1898, the number of new settlers in this territory was 1,322; in 1899, it was 1,692; in 1900, it was 1,855; and in 1901, as already stated, it was 2,108.



Wheat-field, St. Félicien,



Normandin.

The soil of the greater part of this country is a rich loam, admirably adapted for both the growing of wheat and for pasturage, while the mean summer temperature is very similar to that of Quebec and Montreal. The production of wheat, oats and other grain is very large, and the yield of potatoes, carrots, turnips, cabbages and other vegetables, quite abundant. As compared with other parts of the Province of Quebec, the grain output of the Lake St. John country is exceptionally large. The best and richest parts of the Province of Quebec, agriculturally speaking, outside of the Lake St. John country, are the counties of Compton, Stanstead and Huntingdon. Yet a comparison of their yield of wheat with that of Chicoutimi, the most thickly-populated county of the Lake St. John region, gives the following result: Chicoutimi, with a population of 32,409, produced in one year 154,589 bushels of wheat, or 4,800 bushels to every thousand of the population. In the same year, according to the official census returns, Compton, with a population of 19,581, produced 34,181 bushels, or 1,800 bushels to every thousand of the population; Stanstead, with a population of 15,556, raised 37,727 bushels, or 2,400 to every thousand of the population; and Huntingdon, with 15,495 people, produced 24,378 bushels, or 1,600 per thousand.

Many of those who have taken up land in recent years in the Lake St. John country, have been well-to-do farmers from other parts of Canada and the United States, who, having heard of the superior richness of the territory, paid it a visit, with the inevitable result that they decided to remove thither. Thus the last annual report of the Lake St. John Colonization Society shows that complete carloads of settlers' effects, comprising household goods, animals and agricultural instruments, representing 1,220,000 pounds in weight, as well as incomplete loads of similar effects, amounting to over 2,530,000 pounds, giving a handsome total of 3,740,000 pounds of freight belonging to settlers who have gone to make their homes in the counties of Lake St. John and Chicoutimi, were carried over the railway during the season of 1901.

There are of course many new settlers in the Lake St. John country who go there without means of any kind, and who find ready employment on land or in the lumber camps or mills until they have saved enough to take up land for themselves. It is interesting for this latter class, to know that the Colonization Society has now at its disposal two fine buildings for the shelter of newly-arrived settlers. One of these buildings is at Roberval, quite near to the railway station, and the other at Peribonca, the central point for the distribution of settlers to the entire north and west of Lake St. John. These depots for immigrants are



Land Guide and Immigration Building Attendant,  
Roberval.

a marked advantage for the new settler, affording him a free shelter. Representatives of the society are to be found at each depot, whose duties are to receive and to guide the settlers upon their arrival.

The fertility of the soil in the Lake St. John country can be testified to by all who have ever visited it, and in fact by the many thousands of people who have seen and admired the magnificent exhibition of their farm and garden produce, which is made by the farmers of the district at every recurring agricultural exhibition in the city of Quebec.

Amongst the mass of disinterested testimony to the fertility of the soil of this highly favored region we may quote that of Mr. du Tremblay, Government land surveyor, who, in one of his official reports, says :-- "At Pointe-aux-Trembles (a little to the south of Lake St. John), I saw a field which has produced wheat for the last fifteen years, without the application of any manure, and the grain which I saw there this year, is as fine as can be seen in any other part of the district. (One is struck with astonishment at the richness of the soil, and I do not believe that there is any better to be seen in Canada.)"

A recent visitor writes, "The land in the Lake St. John country is of more than ordinary fertility. As an instance of this, Mr. Felix Rainville harvested 120 bushels of barley from four bushels sown, and 56 bushels of wheat from two sown. A farmer of St. Prime, whom I know, bought the farm of his neighbor for \$1,200, and completely paid for it in three years out of the crops he gathered from it. I noted these

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Farm at Normandin.



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facts during my visit for the purpose of encouraging several settlers whom I wish to direct to the fine, fertile lands of Lake St. John."

Mr. Leclerc, of Lotbinière, who recently visited Lake St. John, says: — "A fine future is undoubtedly reserved for this rich and fertile country. Seeing the air of ease and contentment possessed by these flourishing parishes, I do not hesitate to say that the region of Lake St. John will soon become one of the most prosperous parts of our dear Canada."

The Reverend A. J. King writes: — "In my humble opinion, the Lake St. John region is the most magnificent country for colonization that can be found in Canada."

Mr. Gignac, of Deschambault, says: — "I have practised farming for the last half century upon the most fertile lands in the Province, and I profess to know what land is best adapted to culture—— I must admit that my visit has agreeably surprised me. I had heard a good deal of talk about Lake St. John and the fertility of its soil, its wonderful water powers and numerous pulp mills. I believed that there was more or less advertising about the matter, but I must avow that the reality is equal to the ideal."

In 1900, Mr. F. Dubois, a large farmer of St. Genis-Laval, France, was deputed to visit the Lake St. John region. After inspecting it, he wrote to extol the fertility of the soil, and continued his letter as follows: — "I must hasten to assure you that your picture of this part of the Province was in no way overdrawn——. I have already found out that the Lake St. John region has many advantages over the West, and among them are the following which will, I am sure, convince you that I am in love with this fertile country: the West is many thousands of miles from a seaport, while Lake St. John is only 190 from the finest in America; wood and water, which are rare in the West, are abundant here. There is one locality which I have not been able as yet to visit, and which will be among those to receive my special attention; I mean Honfleur, whose situation and advantages you have so highly praised.

So much for the views of visitors to the district. Let us now glance at the actual experience of some of the settlers in the various parts of the territory. Take for instance Claude Villeneuve, who left St. Agnès with \$400, and bought 350 acres of land, 250 of which he has now under culture. He harvested

in one season 850 bushels of grain, principally wheat, 2,000 to 2,500 bundles of hay, and 40 to 500 bushels of potatoes. He would not sell his property now for less than \$7,000.

Alexandre Boily came from the same parish as the foregoing, but without any capital except his axe, his strong right arm and seven children, the eldest of whom was then not more than ten years of age. He bought 340 acres of land which he was unable to pay for until some time later. His property is now valued at \$4,000.

Sabin Gagnon came from Malbaie with only \$200 of capital. He has established his five sons on 400 acres of land of which 320 are under cultivation. His property is now valued at \$7,000.

Jean Légaré settled at St. Prime with a family of six young children. He had hitherto worked in mills, and arrived in the Lake St. John country without any financial resources. Now he owns 200 acres of land worth \$4,000. He not only owes nothing, but has let money out at interest and possesses two horses, eight cows and fifteen sheep, and all the modern agricultural machinery.

Alfred Doré, of the same place, was so poor when he first went there that he was forced at first to work for others, owning nothing but his axe. Thanks to his work and his energy, he now owns 250 acres of land valued at more than \$2,000, and is on the point of acquiring another hundred acres.

Thirteen years ago, Antoine Hébert went to St. Félicien without any capital at all. To-day he owns 300 acres of land under cultivation, valued at \$5,250. His crop consists of 800 bushels of grain, 2,400 bundles of hay and 400 bushels of potatoes.

Onésime Painchaud went from Somerset to St. Méthode with a sum of \$400, and took 300 acres of land, of which 100 are now under culture. His property is valued at \$4,000, without counting 52 head of cattle and rolling stock. Last year, he harvested 325 bushels of grain, of which 75 were wheat, 250 bushels of potatoes and 2,800 bundles of hay.

Aleide Hébert went to the same place in 1881, with a capital of \$700, and took 200 acres of land entirely covered with forest. At present, he has 180 acres under culture, and the value of his property is estimated at \$4,500, without counting 64 head of cattle or the rolling stock of the farm. He harvested last year 425 bushels of grain, including 75 of wheat, 200 bushels of potatoes and 6,000 bundles of hay. There are several other well off farmers of the same parish who went there only a few years ago without any capital.



Farin. St. Methode.



Farm at Mistassini.

Mr. Euloge Ménard, of Roberval, gives the following result of the sowing of two pounds of Manitoba wheat on his farm at that place, which it would be difficult indeed for any part of Manitoba to equal.

The first season, the two pounds of wheat sown yielded 207 pounds. The next year, these 207 pounds produced 38 bushels. This product was sown in the following season and yielded no less than 742 bushels. Thus in three years, two pounds of wheat produced 742 bushels, weighing 70 to 71 pounds per bushel.

The Reverend Joseph Marquis, writing of a recent excursion of tourists, chiefly farmers from other parts of Canada, to the Lake St. John district, states that, of the four hundred people who took part in it, at least one half were *bona fide* settlers. Their attention was particularly attracted, he says, by the townships of Normandin, Albanel, Pelletier, Dalmas, Delisle, Taillon and Taché. Several of them took lots on the plateaus of the Peribonca and St. Bruno rivers. Others bought partly cleared lots at Doré and St. Bruno. He remarks that the fine appearance of the hay and grain on the flat lands, which are without rocks in the townships of Dalmas and Taillon, was the admiration of the tourists, who would certainly not fail to preach the advantages of the settlement of this beautiful and fertile region. He adds that statistics furnished him, of St. André de Métabetchouan, St. Bruno, St. Cœur de Marie, St. Henri de la Pipe, Mistassini and St. Méthode, show that the population of these different places increased by about 1,800 souls in a very brief period.

The reports of all the Government surveyors agree in testifying to the fertility of this region, and the title of "The Granary of the Province of Quebec" which has been bestowed upon it, is not due to any local fancy or prejudice, but has been officially connected with it by the Government of the Province in its "Settlers' Guide," a book published for the use of colonists by the Crown Lands Department of the Province.

### The Soil and Climate.

From this same official publication, we take the following description of the soil of this region: "The soil is almost universally of a superior quality. It is composed in great part of a clayey soil, grey, black and yellow in the valleys, and of yellow sandy loam on the higher levels. The settler has this advantage here, that there are no boulders to destroy his plough, and that the land, as a general rule, is easy of cultivation."

The climate of Lake St. John is correctly described in the following extract from the official publication already quoted: "The climate is as mild as that of Montreal, while the snowfall is less than that of Quebec. Lake St. John," says Surveyor A. du Tremblay, "in diffusing its vapors, exercises a favorable influence on the climate of the country which surrounds it. The northeast winds, cold and humid on the banks of the St. Lawrence, lose their humidity before arriving at Lake St. John. Nothing is truer than that the climate of Lake St. John rivals that of Montreal. Another thing in favor of the climate of Lake St. John, is that here the summer days are longer than at Montreal, the latitude being higher. Wheat and all grains ripen and produce abundantly. The region is most appropriate for cattle raising. Fodder is very abundant and very rich. Finally we may say that all who have visited the region or who have explored it, are unanimous in declaring that it is destined before long to become a great feeder for Quebec, and with that end in view, the most active and earnest efforts at colonization will be made. It is necessary to speak of the splendid forests which cover this region, and which are already so largely utilized by industry. The principal woods to be mentioned are birch, tamarack, white spruce, pine, cedar and bass wood. Black birch, ash, etc., are also to be found here."

#### Means of Communication.

Reference has already been made to the proximity of the Lake St. John country to the port of Quebec. That part of this region which borders upon the Saguenay, is of easy communication with the rest of the Province in the summer season, for splendid steamers ply regularly between Chicoutimi, Tadoussac, Quebec and Montreal. In fact, this is a favorite pleasure route for the most highly favored of American and European tourists. There is, in addition, the railway service at all seasons of the year, trains running regularly between Quebec, Roberval on the western shore of Lake St. John, and Chicoutimi on the bank of the Saguenay.

The Quebec and Lake St. John Railway runs through the region between Quebec and Lake St. John, and between these two points is 190 miles long. On the other hand, from Chambord Junction, on the south shore of Lake St. John, trains run to Chicoutimi, crossing on their passage the fine and flourishing parishes of St. Jérôme, St. Gédéon, St. Bruno, Hébertville, Jonquière, etc.



Farm at Mistassini.





Mistassini Bridge.

From Roberval, a steamer is run for the accommodation of settlers to the settlements on the banks of the various rivers flowing into Lake St. John, the Peribonca, the Mistassini and the Ashuapmouchouan. Many other boats run between the different ports on Lake St. John itself.

Bridges have also been constructed over the different rivers which are connected by roads.

All the Government lands suitable for agriculture, in the Lake St. John district, can be had for the nominal price of twenty cents per acre. The best of these farming lands are to be found in the townships to the south, west and north of Lake St. John.

In the township of Roberval, the present northern terminus of the Quebec and Lake St. John Railway, the land is level and the soil of good quality. The prevailing timber is white and red spruce, balsam fir, red spruce and ash. The same description applies to the Township Ross, situated to the west of Roberval.

North of Roberval is Ashuapmouchouan, one of the most flourishing parts of the Lake St. John country, containing the rich parish of St. Prime. The soil is of the very best quality, the land being level and well watered. So is Demeules, the adjoining township on the northwest, containing the flourishing parish of St. Félicien.

Parent Township, north of Ashuapmouchouan, has excellent soil, particularly the lots approaching the Ticouapé River, and those fronting on the Mistassini. There are good water powers, and mixed timber and mineral paints and ochres are in abundance. St. Méthode, one of the richest parishes in the whole district, is situated in Parent Township.

Normandin and Dufferin, to the north and west respectively of the last-mentioned township, contain the richest soil, varied timber, and good water powers. Farming of all kinds is very successful here.

Arcandé contains a number of magnificent water powers and very fertile soil. Here are situated a number of very valuable farms.

Pelletier and Girard Townships, to the north of the last-mentioned, are admirably adapted for colonization. In the first-mentioned of these townships, the Trappist Fathers have an immense area of land under cultivation, the Government having made them a grant of six thousand acres some few years ago, for the establishment of a model farm. They have also erected mills, and employ considerable labor, besides doing as much as possible of their own work.

The townships to the north of Lake St. John, are very much like those already described, and many fine farms have already been established in them.

There are also many excellent lands, suitable for colonization, to be had in the different townships to the south and southeast of Lake St. John.

### The Dairy Industry.

Dairying is rapidly becoming one of the greatest industries of the Lake St. John country. The freedom from weeds of the pasture lands, and the splendid quality of the grass and clover raised in this territory, as well as the advanced methods of farming adopted by many of the settlers, which enable them to produce the best of winter food for cattle, have doubtless much to do with the superior quality of the dairy products of this region. Almost every parish has its butter or cheese factory, and sometimes several of both, the result being the saving of much time and labor to the farmer and the members of his family, the production of a much better and more uniform article, in both butter and cheese, and the consequent ensuring of better prices for the dairy output of the entire country. The cheese of this district invariably brings the highest price upon the Canadian market, and is largely exported to England.

The cheese and butter output of the Lake St. John country, runs in value from \$600,000 to \$700,000 per annum.

### Waterpowers Awaiting Development.

Perhaps no country in the world at the present time offers so many advantages to the capitalist as the region of Lake St. John. The timber of its forests and the water power of its numerous rivers are practically inexhaustible. Experience has proved, too, that gratifying success, in the prosecution of industries in this territory is not necessarily confined to individual possessors of unlimited means, since some of the manufacturing concerns recently established therein are the joint product of a number of small farmers formed together into a company.

Mr. J. C. Langelier, an official of the Provincial Government, has made a rough estimate of the extent of the waterpowers now available for manufacturing purposes in the immediate vicinity of Lake St. John.



Pulp Mill, Little Peribonca.



Farm at Mistook.

Of a very small section of one river he says: "Starting from the terminus of steam navigation on the Grand Peribonca, about fourteen miles from Lake St. John, and traversing a length of five or six miles in an ascending direction, this river hurls itself through a series of cascades and falls, making a very Niagara of it as regards waterpower. In this distance are seven cascades or falls, piled, as it were, one above the other and which could easily develop an energy of 300,000 horse-power." He then proceeds to enumerate them, commencing with the lowest, which is the Grand Falls, 21 feet high and of 39,000 horse-power. Then follow, in quick succession, Portage la Savanne Falls, 20 feet high and 36,850 horse-power; Willie Falls, 20 feet high and 36,500 horse-power; Bonhomme Falls, 20 feet high and 35,000 horse-power; Islet Falls, 10 feet high and 18,425 horse-power; Devil's Fall, 35 feet high and 61,500 horse-power; and McLeod Falls, 40 feet high and 73,750 horse-power. In five or six miles of one river, this official estimates therefore that over 30,000 horse-power may be developed. He further estimated that a line drawn around Lake St. John, only a dozen miles to the north of that lake, thirty to the north-west, fifty to the west, two to the south and ten to the east, would include within its limits, a sufficiency of rapids and cataracts to furnish over 653,000 horse-power. How indefinitely might these figures be enlarged if the whole of the waters of the rivers flowing into Lake St. John were to be taken into consideration! Then there must be also borne in mind the enormous cataracts of those northern rivers flowing into James Bay, which are to be made available to industry by the construction of the James Bay branch of the Trans-Canada Railway.

### Forests and Timber.

Out of nearly twenty millions of acres contained in the Lake St. John territory, only a little more than 500,000 acres are cleared and under cultivation. Most of the remainder is covered with forests. White, black and red spruce constitute more than 75 per cent of the timber. Outside of the timber suitable for saw-logs, Mr. Langelier estimates that there are over 97,000,000 cords of pulp wood in this region, taking only the product of the first cut, it being well-known that with ordinary prudence and protection of the smaller trees, spruce forests renew themselves in twenty years. It should be explained that a cord and a half of wood is required to make a ton of pulp. The coniferous forests of the Lake St. John country

exceed in extent those of Norway, are nearly equal to those of Prussia, and to half those of Sweden. Canadian pulp commands a higher price than the Scandinavian article, and if the requisite capital be devoted to it, there is enough wood and enough motive power in the Lake St. John territory to keep half of Europe supplied with wood pulp.

Outside of the fertility of the soil, the salubrity of the climate and the excellence of the means of communication with markets and with the outside world, there is perhaps nothing of more importance to the settlers in a new country than the possibility of finding employment during the period when there is nothing to do on the farm and of effecting a sale of the timber cut down in the clearing of land. From this point of view, no new country is probably more advantageously situated than that traversed by the Quebec and Lake St. John country. At almost every station along the line of railway there are either saw mills, pulp factories or industries of some kind employing a large number of men, and purchasing all the saw-logs, pulp wood and other timber cut by the settlers in clearing their land. Any one desiring to make a little ready money in the winter season can always find employment in some of the lumber camps which are in full operation in various parts of this thickly wooded region. It is not too much to say that fully ten thousand men now find steady employment in the lumbering operations, saw and pulp mills and other industries in the Lake St. John country, and that it at present requires fully a thousand additional men to supply the existing demand for labor thereabouts. This latter requirement is due to the fact that the volume of immigration into this district, despite its large increase in recent years is unable, as yet, to keep pace with the rapid development of new industries.

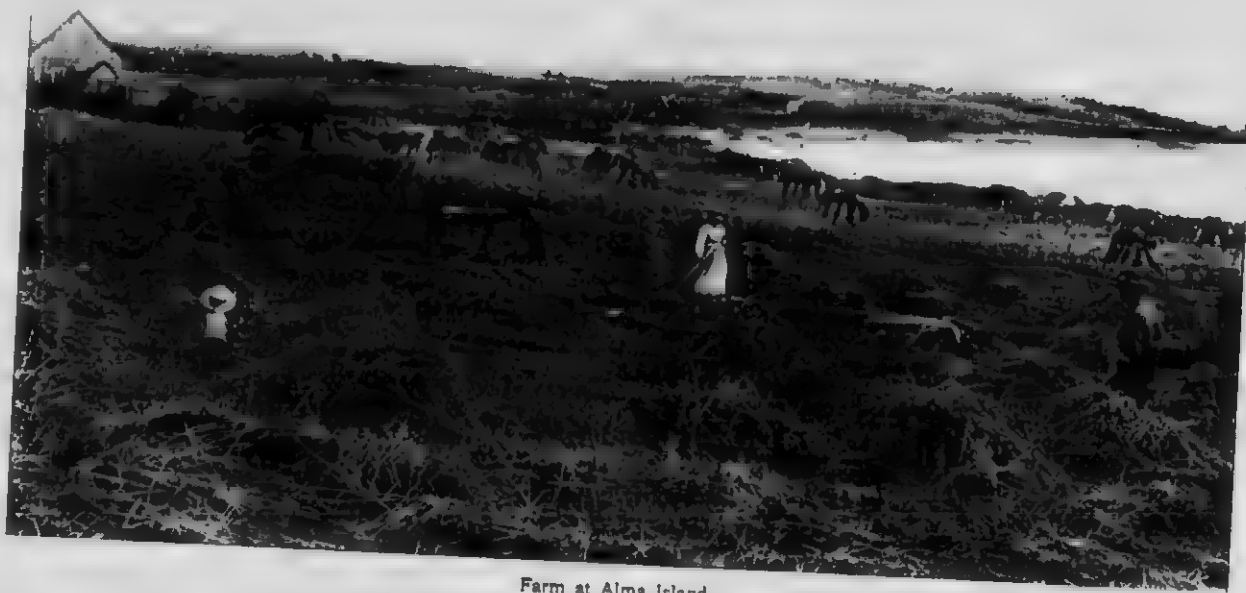
#### List of Industries.

The following is a partial list of the various industries along the line of the Quebec and Lake St. John Railway and connecting roads:

St. Gabriel, seventeen miles from Quebec, is the scene of Heidretter's sawmill, with an annual capacity of eight million feet of lumber.

At Lake St. Joseph, are Harold Kennedy's mill, with a capacity of six million feet, and Juliens', which saws about two million. Lake St. Joseph is twenty-three miles from Quebec.





Farm at Alma Island.



Pulp Mill, Oulatchouan Falls.

Five miles higher up the line, is the Lake Sergent mill with a capacity of two million feet.

The Bourg Louis mill, thirty miles from Quebec, turns out about 1,500 tons of pulp a year.

Thirty-four miles from Quebec, is St. Raymond, where there are several important industries, including a match factory employing seventy-five men, a pulp factory with a capacity of six thousand tons a year, Borna's sawmill with a capacity of three million feet, and one of Harold Kennedy's mills, with a capacity of ten millions.

Within the next six or eight miles, three other sawmills are reached, one at Cote's Crossing, having a capacity of four million feet; another at Rondeau River, with a capacity of two millions; and a third of the same size at Allen's Mills.

Harold Kennedy operates two other mills in this vicinity, one having a capacity of four million feet at Lake Long, and another of seven millions at Perthuis, fifty miles from Quebec.

At Rivière-à-Pierre, fifty-seven miles from Quebec, Mr. A. P. Davis and Mr. Perron operate stone quarries which furnish employment to a large number of men, and there are two sawmills, each of about two million feet capacity, operated respectively by Léveillé and Perron.

Honorable Richard Turner operates sawmills at Pearl Lake, 101 miles from Quebec, and at Lake Edward, twelve miles distant from the first mentioned. The capacity of the first is about ten million feet, and of the Lake Edward mill, some eight millions.

The headquarters of the logging operations of the Belgo-Canadian Company, are at Lake Kiskisink, 135 miles from Quebec. This company cuts and gets out of the woods, hereabouts, some 300,000 logs every winter.

Lake Bouchette, 160 miles from Quebec, is the scene of Jalbert's sawmill, which is able to cut four million feet of lumber per annum.

At Commissioners' Lake, 150 miles from Quebec, is Delisle's sawmill, with a capacity of two million feet. A spool factory is also operated by Mr. Delisle.

The Metabetchouan Pulp Company have in course of construction at St. André, a pulp mill which is expected to turn out 15,000 tons of pulp per annum.

A limestone quarry is in operation at Chambord Junction.

The new pulp mills at Ouatichouan Falls, 183 miles from Quebec, are now in operation, and have a capacity of 15,000 tons per annum.

The largest sawmill in this part of the country, is that of Mr. B. A. Scott, at Roberval, which has a capacity of fifteen million feet per annum. Mr. du Tremblay has a mill at Roberval, with a capacity of four millions.

On the bank of the Little Peribonca, is the pulp mill of the Peribonca Pulp Company, having a capacity of 9,000 tons.

On the Mistassini River, is the sawmill of the Trappist Fathers, which can cut two million feet of lumber a year.

Coming back to the railway, and continuing along the Chicoutimi division, the eight-million feet mill of Messrs. Price Brothers and Company is reached at Metabetchouan Harbor, five miles from Chambord Junction and 181 from Quebec.

Mr. Tremblay's mill, at St. Gédéon, 191 miles from Quebec, has a capacity of three million feet of sawn lumber a year.

Hébertville, 198 miles from Quebec, boasts a brick-yard; and Kenogami, seven miles further, a sawmill of two million feet capacity.

At Jonquière, 217 miles from Quebec, and one ten from Chicoutimi, is the pulp mill of Messrs. Price Brothers and Company, with a capacity of twelve thousand tons.

The Chicoutimi Pulp Mill, which is the principal industry in the city of that name, has a capacity of forty thousand tons per annum.

At Shipshaw River, are the extensive carbide works of Mr. Thomas L. Willson.

On the eastern part of the Great Northern Railway which connects with the Quebec and Lake St. John at Rivière-à-Pierre, some of the largest and most important industries in Canada have been established, and yet this part of the country is only in the infancy of its development.

At Notre Dame des Anges, 70 miles from Quebec are Rousseau's mill with a capacity of eight million feet, and another one of about half the size.

Lake aux Sables, 75 miles from Quebec, has a sawmill of the same capacity as the last mentioned, and there is another of two millions capacity at Rivière Propre, close by.

At St. Tite and St. Thècle, are large cheese and butter factories, many more of which are to be found scattered all through this Lake St. John country.



Weaving Hempen



Bread Oven.

Three batteries of charcoal kilns are located at Lake aux Sables, St. Tite and St. Thècle: and St. Tite has also a brick-yard and a sawmill of two million feet capacity.

Grand'Mère, 102 miles from Quebec, possesses the huge pulp and paper mills of the Laurentide Pulp and Paper Company, which have been frequently described, and which employ in the woods and factories over three thousand men.

Shawinigan is only three miles from Grand'Mère. Its large and beautiful waterfalls have gained for it the name of the Niagara of the East. As a consequence of the extension of railway facilities to this place, and of the development of the water power, a large town has sprung up where three years ago there was nothing but forest. Now there are large electric works at Shawinigan, besides the aluminum factory of the Pittsburg Reduction Company, the Canadian Carbide Works, and the enormous pulp mill of the Belgo-Canadian Company, having a capacity for turning out annually no less than forty thousand tons of pulp.

Further west, this railway runs through a country containing many large and important industries, but these can scarcely be claimed as being within the district of Quebec and Lake St. John.

It will be seen from the above list of industries, which is constantly on the increase, that plenty of employment is offered to those willing to work in this new and progressive part of the country. In fact there is a constant cry for more laborers, both in the woods and in factories. The usual rate of wages for lumbermen in the woods, is from \$18 to \$26 per month, in addition to board. In the mills and factories, the wages paid for unskilled labor, run from \$1 per day up, skilled hands naturally earning much more than the rate mentioned.

### The Blueberry Crop.

Wild fruits and berries abound in many parts of the Lake St. John country. Raspberries are abundant in all localities where fires have occurred in the woods. Blueberries are found in large quantities. When not otherwise employed in the height of the blueberry season, the younger members of the farmers' families often make large sums of money gathering this luscious fruit, which is much sought after in the cities of Canada and the United States, and is so firm that it stands a long journey admirably. These berries



are gathered in such large quantities that they form no inconsiderable portion of the freight carried for several weeks of the year by the railway and steamboats. It is estimated that the annual value of this crop exceeds \$60,000.

### Description of the Illustrations.

The illustrations in this book are all from photographs taken in the Lake St. John country during the season of 1902, and therefore are perfectly true to life.

**BREAD OVEN.** — The secret of the beautiful home-made bread, used by the farmers of the Lake St. John country, is found not only in the excellence of the flour produced from their own wheat, but in the splendid facilities which they enjoy for the baking of it. In winter time, the famous double-decker stoves, which enable them to heat their houses to any temperature desired, furnishes the thrifty housewife, at all times, with the necessary hot oven, and in summer, when the heat is so great that a fire in the house would be productive of discomfort, the residence is kept cool and comfortable by the baking of bread in an oven, out-of-doors, cheaply constructed of lime and stone, upon the principle of the larger ones used by the city bakeries. This oven is shown in one of the illustrations.

**WEAVING HOMESPUN.** — The weaving of Canadian homespun, as it is called, is quite an industry among the women of the Lake St. John country. The native wool, shorn by the farmers from their own sheep is carded by the women of the household, spun into yarn upon old-fashioned spinning wheels, and then woven into the famous texture which thus derives its name of "Homespun," upon a hand loom, as shown in our illustration. As no shoddy of any kind enters into the composition of this fabric, which is manufactured of the pure natural wool of the country, the result is a cloth of such enduring quality as to be practically indestructible. Being made from the wool furnished by Nature for protecting its first wearer from the winter's cold, it forms a fabric most admirably adapted for the winter comfort of the wearer, while manufactured in lighter weight it is so suitable for summer use, that it is much affected for city wear, and even in New York is much sought for, because of its pretty light grey color and purity of texture.



St. Gédéon.



St. Jérôme.

ROBERVAL. — Roberval, which is the present terminus of the Quebec and Lake St. John Railway towards the north, is already a large and flourishing town, having an imposing church and convent, the saw mills of Messrs. Scott and du Tremblay, already described, several shops of different kinds, a bank, and two or three hotels, one of which is the largest and finest to be found in any part of northern Canada. This is the Hotel Roberval, which was erected for the accommodation of tourists and sportsmen, who come here from all parts of the world to enjoy the splendid scenery of this beautiful country, and the sport offered by the rare fishing for the ouananiche or fresh water salmon of Lake St. John and its tributary waters. This hotel is a handsome structure, overlooking the lake, and close to both the steamboat landing and the railway station. It is supplied with all the modern conveniences found in the most up-to-date city hostleries, and has accommodation for three hundred guests. Roberval is lighted throughout by electricity and possesses a telephone service connecting it with all parts of the Lake St. John country. It is the point of departure of the various steamboats plying upon Lake St. John, and is destined to grow very much in size and importance with the extension of the railway northwards to James' Bay.

CONVENT AT ROBERVAL. — The convent at Roberval is a branch of the famous Ursuline Convent at Quebec, in which General Montcalm lies buried, and which has played so important a part in the history of Canada. This mother house is one of the oldest educational institutions in the country and has so widespread a reputation for the excellence of its training of young girls that many of the leading families in the United States send their daughters to Quebec to be educated there. The institution at Roberval, which is shown in one of our illustrations, devotes itself to the education of girls, training them not only in the elementary branches of a common school education, but also, if desired, in the liberal arts and sciences, and teaching them, too, the proper performance of those household and dairying duties which are most likely to devolve upon them as daughters and perhaps future wives of settlers and colonists.

IMMIGRATION BUILDING AT ROBERVAL. — This institution which has already been described, is entirely at the service of newly arrived immigrants, for whose accommodation it has been erected. They thus save bills for lodging while awaiting departure for their future homes.

PULP MILL, OULATCHOUAN FALLS. — This mill is situated at the foot of the famous Oulatchouan Falls, about a mile south of Lake St. John. The cataract is one of the most picturesque in America,

and is plainly seen from all parts of Lake St. John. The pulp mill, which was only completed in 1902, is most modern and up-to-date in every respect, and has a capacity of 15,000 tons of pulp per annum.

ST. JÉRÔME. — St. Jérôme, situated on the line of the Chicoutimi branch of the Quebec and Lake St. John Railway, ten miles from Chambord Junction and forty-one from Chicoutimi, is in the centre of a rich agricultural district through which the railway runs for many miles, trains calling at various stations from which are shipped the produce of some thirty butter and cheese factories. The picture of the village gives an idea of the importance of the surrounding country, and that of one of the typical farms of the place, is a representation of the general characteristics of the farmers' homes in this part of the country.

HÉBERTVILLE. — Two views in this book are from photographs taken at Hébertville; one showing a farm, and the other a general view of a part of the parish itself. The railway station is three to four miles from the village of the same name, which is one of the largest in the whole Lake St. John country, containing a population of over three thousand souls. The parish has several good shops and a church which cost over \$60,000. The agricultural and other wealth of this part of the country, are illustrated by the number of these country towns and villages which have already grown up here and there. Hébertville is only twelve miles from St. Jérôme, and intervening between them is the flourishing parish of St. Gédéon.

ST. GÉDEON. — St. Gédéon is five miles from St. Jérôme, and the village is about a mile from the railway station. One of the well-to-do farmers of this parish, Mr. Joseph Girard, is the member of the Canadian Parliament for the county of Lake St. John, so that there is really no important position in the country to which the successful farmers of this region may not aspire. Not far from the station the railway crosses La Belle Rivière, which, as its name signifies, is a beautiful river, and, nearer to its source, traverses a country famous for the big game that may be hunted in its forests, and for the abundance of trout in its lakes and streams.

ALMA ISLAND. — The Island of Alma, upon which is situated one of the farms shown as an illustration in this book, is almost delta shaped, and divides the outlet of Lake St. John into two principal channels, called respectively the Grand and the Little Discharge. Fish of the finest quality abound in both these channels, and the soil is very fertile. The superficies of the island is close upon ten thousand acres.



Farm at St. Jérôme.



Hébertville.

MISTOOK. — The River Mistook, which gives its name to the district in which is situated the farm forming the subject of an illustration, flows into the Grand Discharge from the north, immediately opposite the central portion of Alma Island. The quality of the land may be judged of from the picture.

PULP MILL, LITTLE PERIBONCA. — The Little Peribonca flows into the main river of the same name, about three miles from its mouth. It is a very beautiful stream, containing quite a number of falls furnishing valuable water powers. At the foot of one of these is the mill depicted upon another page. It has a capacity of 9,000 tons of pulp per annum. The Little Peribonca forms a large number of attractive water powers, which have not yet been utilized.

MISTASSINI BRIDGE. — This splendid bridge which has recently been constructed by the Provincial Government for the accommodation of the settlers upon the banks of the river, crosses the Mistassini several miles from its mouth.

FARMS ON THE MISTASSINI. — The farms shown in the pictures on other pages, taken in the Mistassini district of Lake St. John, are situated due north of the lake, some miles inland. All this country is watered by splendid rivers affording good water powers, while the land is excellent, as the illustrations show. It is in this locality that the Trappists have their enormous model farm. The butter and cheese made by them command a fancy price and are very much sought after.

NORMANDIN. — The fertile parish of Normandin is 36 miles north of Roberval, splendid roads traversing it in every direction. A fair idea of the condition of agriculture hereabouts, is furnished by the pictures of farms taken in different parts of the township and given in this work. The land is well adapted both to dairy farming and to wheat growing, so that it is by no means surprising that there is already a population there of over 900 people.

FARM IN ST. MÉTHODE. — St. Méthode, in Parent Township, is watered by the Ticouapé River, and is situated between the Ashuapmouchouan and Mistassini rivers. It is only 24 miles from Roberval, and one of the illustrations in this book shows what the farms in this favored portion of the Lake St. John country are like.

CHICOUTIMI. — The city of Chicoutimi, a small portion of which is shown in one of the accompanying illustrations, is the headquarters of ocean navigation on the Saguenay River which, as already explained, is the outlet of Lake St. John, and flows into the St. Lawrence at Tadoussac. It has a population of over 5,000 people,



is the seat of a cathedral and a Roman Catholic bishop. There is also a Protestant church. The scenery of Chicoutimi, occupying a bluff overlooking the Saguenay River, is very beautiful, and tourists travel from all parts to see it, usually leaving Quebec by the Quebec and Lake St. John Railway, stopping over for a time at the splendid hotel at Roberval, and often visiting the Grand Discharge for the splendid sport there afforded to the angler by the land-locked salmon of its magnificent rapids. They then descend the Saguenay by the fine steamboats running between this port and Quebec, some of which are really floating palaces. One of the principal industries of Chicoutimi is an enormous pulp mill, which has a capacity for turning out 40,000 tons of pulp per annum. Chicoutimi is destined to become an enormous shipping port. It will form one of the eastern termini of the Trans Canada Railway which, running from this port to Roberval, will thence be continued to James' Bay, tapping the resources of the great-north country of Quebec. From James' Bay, it will run north of Lake Winnipeg, and subsequently through the fertile wheat-growing territory of the Peace River valley, reaching the Pacific coast by means of one of the most advantageous passes yet found through the Rocky Mountains, and having its western terminus at Port Simpson, one of the finest seaports to be found anywhere. Throughout its entire length, this road will be almost an air line from Chicoutimi to Port Simpson. The great advantages, not alone to Canada, but also to the Empire at large, which must follow the completion of this imperial trans-continental road, are manifold. All existing trans-continental roads are either controlled by the Americans, or, in the event of difficulty with them, could be easily cut asunder by them in several different localities. The Trans-Canada will be so far removed from the United States boundary that no such interruption could be offered to its use by Britain as a military road to the Pacific. The shortness of the route will enable it to compete successfully with all existing lines for the bulk of the through traffic from both the Pacific coast and the Great North West. As proof of this fact, the following figures are eloquent: the distance from Quebec to Vancouver by the Canadian Pacific Railway, is 3,078 miles. That from Chicoutimi to Port Simpson is only 2,076 miles. From Quebec to Winnipeg by the Canadian Pacific Railway, is 1,572 miles, while from Chicoutimi to Winnipeg by the Trans-Canada, is only 1,284 miles.

QUEBEC. —The view of Quebec, on the front cover, will prove interesting to every old-world reader of this little book, for who is there that has not read of the deeds of undying fame which have been wrought there from



Farm at Hébertville.



Chlicoutimi.

time to time and especially of the heroic contest waged on the outskirts of the city by those equally gallant combatants — Wolfe and Montcalm? The beauty of Quebec's scenery and the magnificence of her commanding situation, have a world-wide reputation. The intending settler in the Lake St. John district will be most deeply interested in Quebec, however, because it will be the terminus of his ocean voyage to Canada, and the point of his departure by rail for his new home in the land of promise. He will be interested, too, in knowing of its great advantages as a port of shipment for the surplus produce of the Lake St. John country. Some of the finest docks in the world are to be seen at Quebec, and there is no better deep-water harbor anywhere. It is large enough for the entire British navy to ride at anchor within its limits. There is water enough for the largest ships afloat alongside of its wharves. The trains which bring down to Quebec the products of the various pulp and saw mills along the line of the Quebec and Lake St. John Railway, for shipment to Europe, are able to run down on the wharves alongside the vessels which are waiting to take them on board. For the shipment to Europe of live cattle, thousands of which may be raised and prepared, for foreign markets, in the region of Lake St. John, Quebec is most advantageously situated. If the vessels upon which the cattle are to be shipped, are ready to receive them when the trains arrive at Quebec with them, they have only to be driven over half the width of a wharf from the railway cars to the deck of the ship lying alongside. If the ship is not ready, or if it be thought desirable to give the cattle a rest between their railway journey and shipment abroad, there are splendid meadow lands alongside the railway, half a mile from its Quebec terminus, where live stock from the west, which may have had a long and tedious journey on board the train, may be allowed to recuperate before undertaking their sea voyage.

ST. FÉLICIEN — St. Félicien is a flourishing parish, eighteen miles northwest of Roberval, containing a population of 1,500 souls. It is situated on the west side of the Ashuapmouchouan River, and is the centre of a very rich agricultural district.

EN ROUTE FOR JAMES' BAY. — "En route for James' Bay," is the present watchword of the gentlemen who succeeded, after enormous difficulties, in accomplishing the construction of a railway from Quebec to the fertile valley of Lake St. John. Careful surveys of the country intervening between Lake St. John and James' Bay prove that the engineering difficulties to be surmounted in extending the railway from its present northern



En route for James' Bay—Trans-Canada Railway.

terminus at Roberval to the southern extremity of James' Bay, are very much less than those encountered in building the Quebec and Lake St. John Railway. This link of railway between Lake St. John and James' Bay, will be an important section of the projected Trans-Canada road, already described in connection with the picture of Chicoutimi, which port is to be one of its eastern termini. The James' Bay section of this road will not only bring to Lake St. John, Chicoutimi and Quebec, the products of the fisheries and mines of the James' and Hudson Bay regions, but, by its extension through the rich townships to the northwest of Roberval, will give additional means of communication and an added value to the fertile lands of Ashuapmouchouan, Demeules and Dufferin townships, and in the villages of St. Prime and St. Félicien, as well as the neighboring townships of Parent, Normandin, Albanel and Girard, and the unsurveyed territory in the Far North. During 1897, the Government of the Province of Quebec sent an exploring party from Lake St. John to James' Bay, through the centre of the large territory recently acquired by the Province in that district, covering an area of seventy million acres of land. The result of this exploration proves that this immense country is much more valuable than was hitherto supposed, the land being very level, well timbered, having a good soil and a climate quite as temperate as that of the Lake St. John district, with a snowfall about half that of Montreal. It is also reported to be rich in minerals. The exploration also proved the existence of an excellent route for a railway from Roberval to the mouth of Nottaway River on James' Bay, where there is a harbor having twenty-seven feet of water, with about four thousand miles of coast line tributary to any railway which may be built there. Mr. Henry O'Sullivan, Dominion land surveyor and civil engineer, who headed the expedition already referred to, reports immense areas of magnificent spruce forest to the north of the height of land between Lake St. John and James' Bay. He says: "Pulp is the industry of the coming age, black spruce is the king of the woods for pulp making, and this country is the home of the black spruce." There are immense waterfalls in all parts of this country to furnish power for pulp, saw and paper mills, and ere long it is hoped that the entire wealth of this vast territory will be thrown open to European settlement, enterprise and capital, by the construction of the contemplated railway.

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# THE LAKE ST. JOHN REGION





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